

Federal Lands Highways Program (FLHP)

Program Overview

The National Park Service (NPS) is committed to managing our transportation facilities by using proven life cycle asset management techniques to stretch the limited funding available. The NPS seeks to continue work on two incomplete parkways located in the Southeast Region. To meet future challenges, the NPS is continuing to pursue alternative transportation systems (ATS). These top focus areas help foster enhanced public access, improved resource protection, heightened environmental stewardship, better energy conservation, reduced noise and air pollution, increased tourism, and growing public enjoyment and conservation awareness.

The NPS owns and operates approximately 5,803 paved miles of public park roads, the equivalent of 948 paved miles of parking areas, 6,544 miles of unpaved roads, and 1,679 associated structures (bridges, culverts, and tunnels). In addition, there are 115 ATS in 99 park units, utilizing trolleys, rail systems, canal boats, ferries, tour boats, cable cars, snow coaches, trams, buses and vans. Intelligent Transportation Systems are also in use, including traveler information systems, traffic management systems and entrance gate fast-pass systems. Of the 115 systems, 41 are operated by local public transit agencies, 14 are owned and operated by parks and 60 are operated by concessioners. These systems offer attractive and convenient public access for visitors and park employees. Also, since roadway expansion often conflicts with resource preservation needs, ATS help to mitigate the need and demand for additional parking and roadway capacity. Furthermore, the decrease in the total number of vehicles accessing the sites plus the increased operating capabilities of these newer transit vehicles significantly reduces noise and air pollution levels.

FY 2008 Program Performance

With the reauthorization of the Highway Trust Fund in 2005, Public Law 109-59 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides a total of \$1.215 billion in new funds for the Park Roads and Parkway Program (PRPP) at annual funding levels of \$165 million in 2004, \$180 million in 2005, \$195 million in 2006, \$210 million in 2007, \$225 million in 2008 and \$240 million in 2009.

These Highway Trust Fund dollars address critical transportation needs in three categories:

- Category I: Preserving the existing park roads and parkways infrastructure condition;
- Category II: Supports finishing the incomplete parkways; and
- Category III: Supports alternative transportation systems.

Funding levels for these categories will be adjusted annually to accommodate project scheduling, balance program priorities and address legislative adjustments, such as a reduction of some 10 to 15 percent annually, due to Section 1102(f), Title 23, United States Code.

The majority of funds available will be used for Category I, in addressing the NPS deferred maintenance backlog. Target performance goals (see table below) have been formulated for Category I based on system condition data collected between 2001 and 2004 and levels of funding provided over six years under SAFETEA-LU.

- Category I: Strive to maintain the condition of the most important functional classes of roads and bridges through improvements to the national system. Funding is distributed to the field based on a formula that accounts for condition, usage, accidents, and inventory.
- Category II: Continue to construct both the Foothills Parkway “missing link” and the multi-use trails around key urban areas along the Natchez Trace Parkway. The NPS will have completed or have underway, several projects within these two initiatives by FY 2009.
- Category III: Looking to the future, this category will use life-cycle strategies to focus on the sustainability of existing alternative transportation systems and will incorporate the use of ATPPL funding in an effort to accomplish this goal. This will all be accomplished within the context of NPS

philosophy of "Laying Lightly on the Land." The NPS will have completed, or have underway, several projects that explore tying together and expanding transportation modes with the vision to improve safety, efficiency, and effectiveness in support of better meeting the NPS mission.

As a result of the recent SAFETEA-LU authorization and the new perspective developments on pavement condition modeling capabilities, all the regions are revising their current 5-Year Programs. Therefore, a final list of projects for FY 2008 is still being developed.

The NPS in coordination with the Federal Highway Administration is in the process of reinvestigating the NPS transportation needs for the reauthorization of the Highway Trust Fund in FY 2009 and would seek to continue the Park Roads and Parkways Program under the Federal Lands Highway Program.

Facility Condition Index (FCI) Targets for Paved Roads and Structures

	FY 2006 Actual	FY 2007 Planned	FY 2008 Planned	FY 2009 Planned
Paved Roads and Structures	0.209	0.212	0.214	0.215

Note: Includes paved roads, paved parking areas, bridges and tunnels. Assumes 1% deterioration and estimates FCI by simply subtracting the available construction dollars annually from the previous year DM. We caution the reader that the numbers can not be compared to last years FCI values due to changes in the inventory and condition data base, technology transfer enhancements and a revamping of the cost estimation guidance to produce a better quality product.